

Idaho Logging Safety News

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Dennis proudly showed me his new saw, a Stihl 500 I. This is the new fuel injected saw. He said it weighs about the same as the 46 size, but has as much power stock off the shelf as a hopped up 46. Dennis also thought that with the fuel injection it should prevent the carburetor problems that come with bad gas and winter temperatures.

ATTITUDE MAKES A DIFFERENCE

By Stan Leach

Have you ever had a conversation with someone who had such a great *attitude* that it lifted your *attitude* as well? Such was the case the day I caught up with **Dennis Strobel**. Dennis was felling trees for one of the **Shane Goicoechea's** line crews. He was starting at a property corner and doing a good job in an area that required exact tree placement. He had all the required safety gear, including eye protection. He said he won't saw without it. *"There is so much stuff that is flying around and hitting you in the face, can you imagine that hitting you in the eye?!"*

Dennis had a birthday before our meeting. He just turned seventy. He was laughing as he told me about what the crew did for him on that day. He was walking back to his pickup at the end of the day and he sees this sign set up on his tailgate. In big letters it said, **DENNISAURUS**. *"It made me laugh"*, he said.

There were lots of elk trails running through the strip, in fact the job name was "No Bulls Here". Dennis is an avid hunter and outdoorsman and had lots of plans for the season. I hope that I can still be felling trees and chasing elk when I'm seventy. In my opinion, the attitude that you approach things with makes a big difference in how things turn out. After talking to him, I would say that **Dennis Strobel** is a great example for us all.

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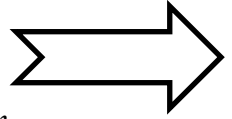
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*In this Issue: - When You Actually Have to Use Your 1st Aid Kit!
-Employees, Subcontractors and Insurance
-If You See Something, SAY SOMETHING!
-Saying Goodbye to a Friend
-And More!*

Over the last few years, we seem to be seeing more subcontractors working with logging companies and lately we have been getting questions on what is the difference between a “subcontractor” and an “employee”.

*In order to answer these questions correctly, I asked **Bryan Graham, Forest Products Manager for Associated Insurance Services**, to help us out. He graciously sent along the article on the next page.*

I want to thank Bryan so much for passing along his knowledge on this subject to help our industry “do things right”! - Galen



BECOME FAMILIAR WITH YOUR 1ST AID KIT (YOU NEVER KNOW WHEN YOU MIGHT NEED TO USE ONE!)

By Shawn Ogden

In 17 years of logging, I know guys that have gotten injured and even killed while working in the woods. For whatever reason, I was never around when anything bad happened. So, on September 28th, while I was sitting in road construction near the top of Winchester grade, the last thing I expected was to be administering first aid to a lady with a head injury.

I had only been sitting in the line of stopped traffic for about 60 seconds when I heard what I thought was the construction crew blasting. When I glanced in my mirror, I knew right away it was not blasting that I had heard; all I could see was dust and car parts flying. My first thought was, “oh crap” and like most of you guys would have done, my second thought was, “*I have to get back there and help*”. I got out of the pickup and grabbed my hi-vis jacket from behind the seat and headed back to see what I could do. Let me tell you, I wasn’t very excited about what I could possibly be walking into. I suppose it was all the logging 1st aid classes that made me want to help. I didn’t remember that “doing nothing” was an option; we are always taught to help.

So, as I approach the accident site, I can see a where a little red car had come down the hill at full speed and smashed into the back of a ¾ ton chevy pickup. The front of the car is crushed almost clear up to the windshield and there is a guy standing in front of it that looks like he just got his cage rattled! I ask him if he is the driver of the car and he replies that he is. He said he was alone and is okay. I ask him if he needs to sit down, but he refused.

During that short conversation, I looked over into the pickup and I can see a lady still sitting in the driver’s seat. As I am approaching the driver’s door, she is trying to open it, but it is jammed from being smashed between the red car that hit her from the rear and the vehicle that she was shoved into that is in front of her. I never would have thought that a little car could have done so much damage to a full size pickup, but it smashed it like an accordion. The back window was shattered into a million pieces and the windshield on the passenger side was also shattered, not to mention the damage to the bed and the front of the pickup. I was able to jerk the door open and when I looked at the lady in the driver’s seat, she did not look good. The right side of her face from her hairline to her chin was covered in blood and there was blood dripping from her hair. I told her to stay put and I would be right back with a 1st aid kit.

(Continued on Page 4)

SUBCONTRACTORS VS EMPLOYEES

By Bryan Graham

One of the most common grey areas we see in the logging industry is the relationship between General Contractors (GC) and their Subcontractors (Subs). Just because someone is paid on a 1099 instead of W2 each month doesn't necessarily mean that you have a true subcontractor relationship. There are several quick "tests" you can run through to determine if you're working with a legitimate subcontractor, but one of the best is to use the following: If it looks like a duck, quacks like a duck and walks like a duck; it's a duck. Typically speaking, you'll know if who you're dealing with is a "duck" or in this case a subcontractor, just by using common sense.

Below is a checklist that can be used to help clear-up confusion between an employee and subcontractor. This isn't necessarily intended to be comprehensive of every relationship, but it's a good place to start.

Employee		Subcontractor	
All insurance paid by employer		Pays for own Workers Comp Insurance	<input checked="" type="checkbox"/>
All business expenses paid by employer	<input checked="" type="checkbox"/>	Pays for Liability, Auto & Equipment Insurance	
Told when and where to work each day	<input checked="" type="checkbox"/>	Works for multiple different contractors	
Paid on a W2		Paid on 1099	<input checked="" type="checkbox"/>
Employer provides tools and equipment	<input checked="" type="checkbox"/>	Provides all their own tools, equipment, fuel, etc.	
Exclusively works for one contractor	<input checked="" type="checkbox"/>	Has legal entity established for business	<input checked="" type="checkbox"/>

Based on the boxes checked above, the relationship in question is definitely between an employee and employer, not a subcontractor. A true subcontractor would not only pay for their own workers comp insurance, but also their own General Liability, Equipment and/or Commercial Auto coverage. They would also work for several other contractors during the year, provide their own tools, and pay all their own expenses. The two most common things an employer may try to avoid by changing an employee to a subcontractor is so they don't have to pay Workers Comp Insurance and Taxes on the individual in question.

General Contractors insurance policies don't cover a subcontractor against insurance claims. For example, if you let this subcontractor "borrow" your equipment on a job, your equipment insurer will decline the claim because they are only intending to insure you and your employees on the policy you've purchased. Same goes for General Liability insurance. If you have an uninsured subcontractor working on your job and they start a fire with their chainsaw, your business will be covered against a lawsuit, but the subcontractor will have no insurance to protect their personal assets in a lawsuit.

Finally, the General Contractor should require all subcontractors to sign a contract describing the relationship and duties of the two parties and include specific verbiage regarding *Additional Insured* and *Hold Harmless* agreements in favor of the General Contractor which helps protect the GC from claims caused by their subcontractors operations.

(Become Familiar With Your 1st Kit continued:)

Here is where the lesson really starts. You know those 1st aid kits that you are required to have in the pickups and on the job? Those are good 1st aid kits and contain supplies that were meant for dealing with injuries that are worse than your average scratch. So when I return with my kit, I open it up and I am looking at a lot of supplies and thinking to myself, “OK, which one of these bandages or dressings work best for a one inch cut to the skull and how is the best way to hold it in place?”

I will be honest, I grabbed the first bandage I could find and now this poor lady has a kotex stuck to her head with an ace bandage holding it in place. It worked and the bleeding stopped almost instantly!

My next concern was that she might go into shock. She was just slammed from the rear and when she hit the car in front of her, the air bags deployed and hit her from the front. That’s a pretty good beating, and to top it off, she thought she might have lost her right eye because it was so full of blood and she could not see out of it. The only thing that I could do now was cover her with a blanket to keep her warm and keep her talking so she did not go into shock. I held her hand and asked her all kinds of silly questions and it didn’t take long before she started to become more alert.

Throughout all of this, there were other people helping out. One gentleman helped wrap the ace bandage and another off duty *EMT* sat in the back seat and held her head stable in case she had any spinal injuries. It wasn’t long before a lone first responder showed up and he did a head to toe check to make sure she wasn’t hurt anywhere else and checked her vital signs.

The injured lady received 8 stitches above her right eye and spent one night in the hospital. Other than that, she was fine!!!

I know we always say it, but after that episode, I would *REALLY* encourage you guys to get out your 1st aid kits and not only become familiar with what is in them, but to also learn how each item is to be used in an emergency. This might be a good tailgate safety meeting topic or if you have a few minutes and the 1st aid kit is close, grab it and look through it.

Required 1st Aid Kit Contents

- Gauze pads (at least 4 x 4 inches)
- Two large gauze pads (at least 8 x 10)
- Box of adhesive bandages (band-aids)
- One gauze roller bandages (at least 2 inches wide)
- Two triangular bandages
- Wound cleaning agent such as sealed moistened towelettes
- Scissors
- At least one blanket
- Tweezers
- Adhesive tape
- Latex gloves
- Resuscitation equipment (CPR shield, face mask, eye protection)
- Two elastic wraps
- Splint
- Directions for requesting emergency assistance



DO YOU HAVE WATER RUNNING DOWN YOUR ROAD???

By Stan Leach

Water that is running down a dirt or gravel road unchecked can have disastrous effects if you don't address it. It will start small, but once it has established a path in the wrong direction, all the water that comes behind it will follow that path and make the situation worse. Eventually, all the fines are washed away and you are left with just big rocks to bounce over creating a very rough ride. Worse yet, you may have too much water in the wrong place and it washes your road away. If you notice the water early and direct it where you want it to go, it won't become a bigger problem.

That same theory applies to ***SAFE LOGGING PRACTICES***. If we address safety issues when they are a small thing, we may prevent bigger issues down the road.

When you see a driver out of the truck tightening his wrappers without a hard hat on, a quick reminder that hard hats are required is usually all that it takes to correct that problem. But if you *don't* say anything, anyone that sees him may decide they don't need their hard hat either. Maybe they stop wearing it while they are getting loaded, or maybe they decide it is ok to pull their bunk pin while logs are going over their head. Maybe they get hit by said logs.

If you knew that going back to the original situation and saying something would have prevented that accident, you would surely do it. Unfortunately, we can't go back in time. What you say or don't say, do or don't do, establishes the path that all the rest of your guys will follow. A small investment to establish that right path will save you a lot of grief down the road.

It is important to communicate effectively with your crew and be sure they understand the desired outcome. The best example of this was shared with me the other day by an old farmer:

He said he and his wife were both in college in Moscow when they met. They went out a couple of times and things were going pretty good. In those days if things were going good, you went on a date out of town, so he decided to take her to dinner over in Pullman. He picked her up and she slid into the middle on the bench seat. He had a stick shift so when he got to fourth gear his hand was brushing her knee. She didn't move so he just kept his hand there. They drove on in silence for a little while and then she said, "I wouldn't mind if you went a little farther". The guy looked at me and said, "So you know what I did, I drove on to Colfax for dinner".

The good news is she stayed with him and they have been married for a lot of years. Looking back though, it would appear to be a missed opportunity that resulted in frustration for all involved.

There is oftentimes a disconnect between what you say and mean and what people hear and understand. Be sure your message is getting through and the crew is headed in the right direction. The result will be that you are all happier with how things are going.

It is up to the owner, supervisor, and/or crew boss to establish the correct pathway for the employees to follow. Think about your operation. Do you have water running down your road?



THANKS ALL YOU GUYS (AND GALS)

By Shawn Ogden

I have had this job for a little over a year now and I would like to say thank you guys (and gals) for putting up with me. You loggers are a pretty good bunch, and yes, that includes you guys that grumble at me occasionally. I know you have a lot going on and sometimes one little bent safety rule doesn't seem all that important. But, as I go around visiting with individuals, I hear stories about accidents that would prove that one little bent safety rule is a big deal and it can lead to a serious injury.

I would like to say thank you to one crew in particular, **JC TIMBER** in New Meadows. It's not that they are somehow far superior to any of the other crews in my area, but they have a young crew with a young boss and he takes safety serious.

During the first part of summer, I showed up on the job and found out they had hired a new skidder operator. I waited for the skidder to come back into the landing so I could talk with the operator and make sure he knew the safety rules. As he pulled up, he dropped the blade, lowered the grapple and swung the door open. I introduced myself and started asking safety questions. I started by asking if he was wearing his seatbelt and if he had a hard hat in the cab so when he got out, he could put it on. He passed the first questions with flying colors. My next question was if he knew the emergency plan. He did and he took over the conversation from there. He proceeded to tell me where the red book was located, where the back-board was and where to find the 1st aid kit. I was impressed and that told me that the boss had taken time to go over those things with him before he started.

Safety didn't stop with him though. The faller was doing a nice job and wearing all required PPE. The processor operator also knew the rules and the truck drivers were all wearing hard hats and wrapping up in the landing. Thank you guys!



*Pictured for **JC TIMBER**, Robyn Tucker (secretary and processor operator), JC Tucker (Boss), Keith Heil (timber faller) and Brett Rosengrant (Skidder and Cat operator)*

(Sticking my nose in AGAIN- Reading this article by Shawn and the one by Stan on the previous page, puts so much emphasis on how important it is for YOUR company policies to be explained to the employees by the owner/boss. We can all keep reminding each other to do things right, but coming from the BOSS means the most!)

Galen

Long time Logging Safety Advisor, **Cliff Osborne** passed away recently after battling cancer for quite a spell. During his years as a Safety Guy, Cliff was well known and respected by loggers from one end of Idaho to the other.

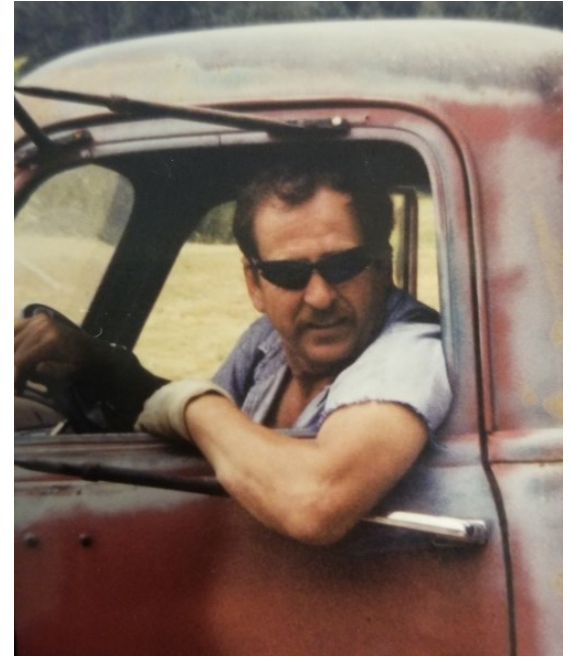
When dealing with a “safety issue”, whether spotted by Cliff or pointed out by a logger, he had a special way of getting things fixed. He would get the logger talking about the safety concern, and the more the logger talked, the more serious they would get, up to the point they were explaining to Cliff just exactly how the crew was going to solve the situation!

Cliff always told me, “*The loggers are the ones with the experience and knowledge; you just sometimes have to get them working on it.*”

The many loggers I ran into after Cliff’s passing all mentioned the same thing, albeit in different ways, it held the same message:

“GOD HAS GOT HIS HANDS FULL!!!!

We Miss You C.O.



1948—2020

Safety is a BIG Part of Holdeman Logging LLC.

By Terry Streeter

Dan Holdeman started **DAN HOLDEMAN LOGGING** in 1989 with a 3-man crew including his son Rob. Working for Merritt Brothers, the three of them used a 640 JD cable skidder, pulled through a Danzco delimber and hand bucked. This worked alright for whips, but as tighter lengths and dimensions came, they bought a processor.

In 1993 when IFI bought Merritt Brothers, they geared up and went mechanical and became one of IFI's core loggers. After some years Stimson bought out IFI and they've worked for Stimson since then. They now have 9 pieces of machinery and a crew of 5.

Left to Right: **Rob Holdeman** oversees the logging operations and runs the buncher. **Lonn Holdeman** runs processor and oversees the cattle and hay ranch they have. **Mitch Holdeman** is their loader operator. **Bob Koehn** is their cat/skidder operator and **Josh Kellner** is also a skidder operator.

Not pictured, DAD (Dan) takes care of the books, does some grading and runs for parts.

They are one of the most efficient and productive operations I have been around. You can see they take pride in being safe by the way they look out for each other and plan their operations.

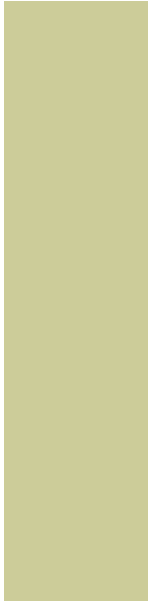


A perfect example of this is knowing their current logging job location this time of the year is prone to fog, so they have **2 Helicopter Pads** established. One at the landing and one down the hill in elevation to immediately use if fog has them socked in.

GOOD JOB HOLDEMAN LOGGING!

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